



Capital Line South LRT Extension (CLSE) What We Heard Survey Summary August & September 2017 Survey

Numbering may not correspond with actual survey question numbers. Percentage totals may not equal 100 due to rounding.

This survey was conducted to validate the 2013 preliminary design with regards to the theme, look and feel of the corridor, and treatment of structures such as bridges. Information also requested included: a potential station at Twin Brooks, public understanding of the project, and how people currently travel within the city of Edmonton.

Surveys received

Survey Method	# of responses	% of responses
City of Edmonton website	1,262	75
Pop-ups	423	25
Paper	2	0
Total Surveys received	1,687	

1. In what Edmonton neighbourhood do you reside?

Neighbourhoods not included in this list had no survey respondents

Neighbourhood (in alphabetical order)	# of responses	% of responses
Abbotsfield	2	0
Alberta Avenue	2	0
Aldergrove	1	0
Allard	79	5
Allendale	2	0
Ambleside	16	1

Anthony Henday South	2	0
Argyll	3	0
Aspen Gardens	8	0
Avonmore	1	0
Beacon Heights	1	0
Bearspaw	18	1
Belgravia	2	0
Belmont	2	0
Belvedere	2	0
Bergman	1	0
Beverly Heights	1	0
Blackburne	34	2
Blackmud Creek	54	3
Blackmud Creek Ravine	6	0
Blue Quill	54	3
Blue Quill Estates	4	0
Bonnie Doon	1	0
Brookside	3	0
Bulyea Heights	1	0
Callaghan	55	3
Callingwood North	2	0
Callingwood South	1	0
Capilano	2	0
Carleton Square	1	0
Cavanagh	5	0
Central McDougall	1	0
Chappelle Area	80	5
Charlesworth	4	0
Clareview Town Centre	5	0
Cloverdale	1	0
Coronet Industrial	1	0
CPR Irvine	1	0
Crawford Plains	2	0
Crestwood	1	0
Cromdale	4	0
Cumberland	1	0
Desrochers Area	16	1
Downtown	8	0
Duggan	5	0
Eaux Claires	1	0
Edgemont	2	0
Ellerslie	20	1
Elmwood	1	0
Elmwood Park	1	0
Empire Park	7	0
Ermineskin	19	1
Fraser	1	0
Fulton Place	5	0
Garneau	6	0
Glenora	2	0

Glenridding Area	11	1
Gold Bar	1	0
Grandview Heights	3	0
Granville	2	0
Graydon Hill	11	1
Greenfield	17	1
Greenview	2	0
Haddow	3	0
Hays Ridge Area	4	0
Hazeldean	2	0
Heritage Valley Area	14	1
Heritage Valley Town Centre Area	7	0
Highlands	2	0
Hollick-Kenyon	1	0
Holyrood	2	0
Idylwyld	1	0
Jackson Heights	1	0
Jasper Park	3	0
Keheewin	13	1
Kensington	2	0
Kernohan	1	0
Keswick Area	4	0
Killarney	2	0
King Edward Park	3	0
Kirkness	2	0
La Perle	2	0
Lansdowne	2	0
Larkspur	2	0
Laurel	2	0
Laurier Heights	1	0
Lee Ridge	1	0
Leger	1	0
Lendrum Place	4	0
Lewis Farms Industrial	1	0
Lynnwood	1	0
MacEwan	117	7
Mactaggart	4	0
Magrath Heights	8	0
Malmo Plains	5	0
Mayfield	2	0
McCauley	1	0
McConachie Area	1	0
McKernan	3	0
Meadows Area	6	0
Menisa	1	0
Meyonohk	1	0
Michaels Park	1	0
Mill Creek Ravine South	1	0
Mill Woods Golf Course	2	0

Mill Woods Park	4	0
Mill Woods Town Centre	11	1
Norwester Industrial	1	0
Ogilvie Ridge	2	0
Oleskiw	1	0
Oliver	13	1
Ormsby Place	1	0
Ottewell	2	0
Oxford	1	0
Ozerna	1	0
Paisley	25	1
Parkallen	3	0
Parkdale	1	0
Parkview	1	0
Pembina	1	0
Pleasantview	6	0
Pollard Meadows	2	0
Prince Charles	1	0
Prince Rupert	1	0
Pylypow Industrial	1	0
Queen Alexandra	3	0
Queen Mary Park	1	0
Rhatigan Ridge	3	0
Richford	10	1
Rideau Park	3	0
Rio Terrace	1	0
Ritchie	1	0
Riverdale	3	0
Rosenthal	2	0
Rossdale	2	0
Royal Gardens	7	0
Rundle Heights	2	0
Rural North East South Sturgeon	1	0
Rutherford	223	13
Sakaw	1	0
Satoo	1	0
Schonsee	1	0
Sherbrooke	1	0
Silver Berry	2	0
Skyrattler	25	1
South Edmonton Common	8	0
South Terwillegar	6	0
Spruce Avenue	1	0
Steinhauer	5	0
Strathcona	8	0
Summerside	26	2
Sweet Grass	11	1
Tamarack	2	0
Terra Losa	1	0

Terwillegar Towne	19	1
The Hamptons	2	0
The Orchards At Ellerslie	3	0
Tipaskan	1	0
Twin Brooks	305	18
University of Alberta	6	0
Walker	13	1
Wedgewood Heights	1	0
Weinlos	2	0
Westbrook Estates	5	0
Westmount	3	0
Westridge	2	0
Westwood	2	0
Windermere	13	1
Windermere Area	4	0
Windsor Park	1	0
Woodcroft	1	0
OTHER	17	1

a) What age category do you fall in?

Age Category of survey respondent	# of responses	% of responses
Less than 18 years	27	2
18 - 24 years	162	10
25 - 34 years	452	27
35 - 44 years	443	26
45 - 54 years	297	18
55 - 64 years	193	11
65 years or older	93	6
Prefer not to answer	20	1

2. Do you have children 18 or under living at home?

Response	# of responses	% of responses
Yes	721	43
No	966	57
Total	1,687	

3. Have you used or do you currently use LRT in Edmonton?

Response	# of responses	% of responses
Yes	1,504	89
No	183	11
Total	1,687	

How often do you use LRT?

(for respondents who replied "yes" to question 3)

Usage	# of responses	% of responses
Daily	686	46
Weekly	172	11
Monthly	167	11
Special events only	428	28
Other	51	3
Total	1,504	

Why don't you use LRT?

(for respondents who replied "no" to question 3)

Reason	# of responses	% of responses
Not close to a station	32	17
Inconvenient	33	18
Have to take a bus to get to LRT	25	14
Poor transit connections to my place of work, school, play	23	13
Like to drive	37	20
Other	33	18
Total	183	

4. What is your primary mode of transportation?

Primary mode of transportation	# of responses	% of responses
Car/truck/Van as DRIVER	1,011	60
Car/truck/van as PASSENGER	51	3
Public Transit	548	32
Walk	23	1
Bicycle	18	1
Other (<i>See below</i>)	36	2

Other:

Combination of methods

- I bike 3-4 days and drive others
- All of the above in equal measure
- Driver and passenger and transit WHEN CONVENIENT!!!
- I drive but also use public transportation (3)
- Mix of vehicle, public transit, and walking
- We are a one car family and rely on public transit too
- Hybrid vehicle as passenger and LRT as I work two different jobs during the week
- Mix of Public Transit/LRT and Car
- Everything
- Equal mix of car and public transportation

Park and Ride (LRT) - (10 responses)

50/50 Public Transit (*type not specified*) and Car - (5 responses)

Transit for work; car for all other - (6 responses)

Other Responses

- Driver. A vehicle is needed for my job so LRT not feasible. Though my husband and children would likely use. Children would use if ready for high school or university access.
- Motorbike
- Taxi

5. Where do you get your information on transportation projects in Edmonton?

(more than one source may have been indicated)

Source	# of responses	% of responses
City of Edmonton website	832	49
Newspaper articles	665	39
TV or radio news	614	36
Community newsletters	346	21
Other	293	17
I don't look for info	208	12

6. To the best of your knowledge, what is the name of the LRT line that runs from Clareview through downtown to Century Park?

Name of Line	# of responses	% of responses
Energy Line	0	0
Capital Line	1,248	74
Valley Line	23	1
Metro Line	164	10
Don't know	252	15
Total	1,687	

7. Have you heard about the planned Capital Line South Extension from Century Park to Heritage Valley Park and Ride at Ellerslie Road?

Response	# of responses	% of responses
Yes	1,480	88
No	190	11
Don't know	17	1
Total	1,687	

What do you know about this proposed LRT line?

(for respondents who replied "yes" to question 7)

Response	# of responses	% of responses
Answered question	1,260	85
Did not answer question	220	15
Total	1,480	

Most respondents knew that the proposed LRT extension starts at Century Park, runs south along 111 Street and crosses Anthony Henday. There was some confusion about timing and where this phase will end (Ellerslie Road). Park and Ride facilities were frequently mentioned.

8. Before taking this survey, did you know that the City is reviewing and updating the 2010 preliminary design for the Capital Line South Extension to meet current technology and community needs?

Response	# of responses	% of responses
Yes	704	42
No	915	54
Don't know	68	4
Total	1,687	

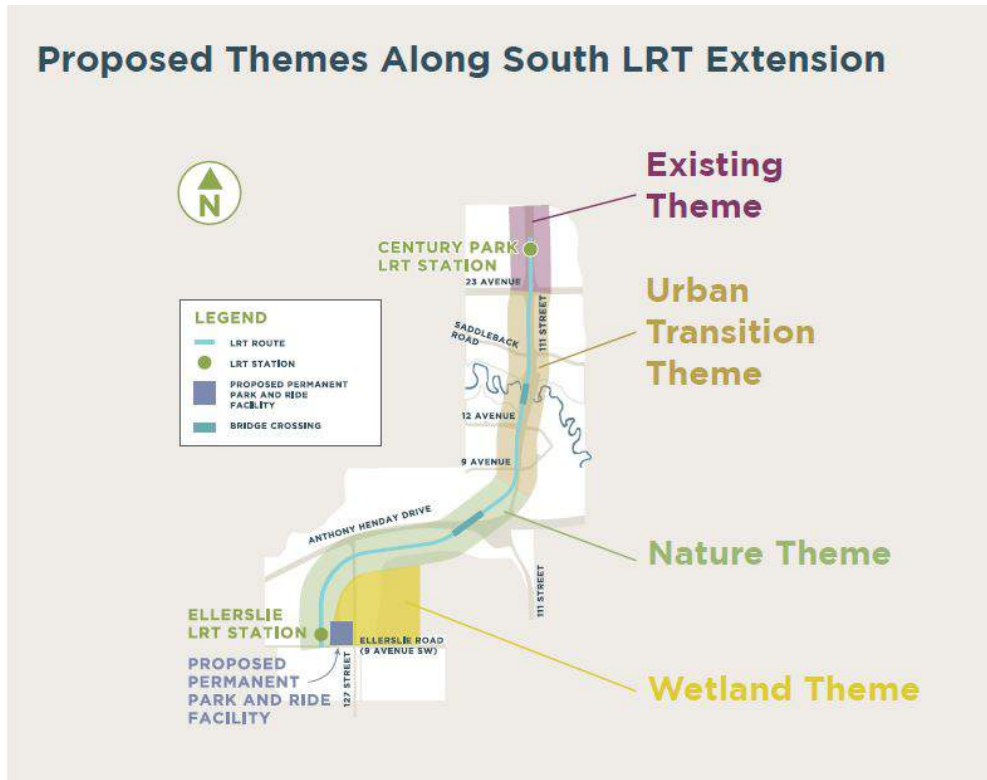
BACKGROUND: The current preliminary design divides the future 4.5 km extension from Century Park to Heritage Valley Park & Ride into two themed areas:

-Urban Transition Theme – from Century Park to 9th Avenue

-Nature Theme – 9th Avenue to Ellerslie Road

A third area -Wetland Theme was developed for the Heritage Valley Park and Ride, between 127 Street and 135 Street. This area is not part of our project.


Extensive public consultation and a Stakeholder Information Panel (SIP) made up of community members helped to develop these themes to reflect the communities and landscapes the LRT extension will move through.



The images below describe the two themes found between Century Park and Ellerslie Road.

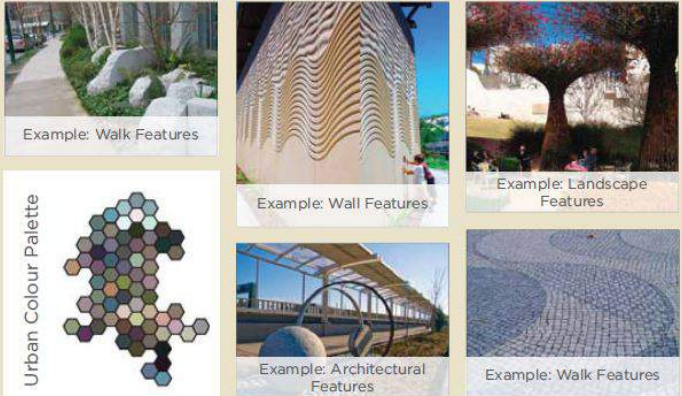
SIP Members Preferred:
**Nature Theme
Vegetation
Features:**

Along 111 Street from
9th Ave NW to
Ellerslie Road



SIP Members Preferred:
**Urban Transition
Theme Features:**

Along 111 Street to 9th Ave NW



**9. The Urban Transition Theme - from Century Park to 9th Avenue:
111 Street and 23 Avenue looking north (2010 Preliminary Design).**



111 Street and 23 Avenue looking north

This theme is comprised of natural features including an alternating wood-styled concrete and stone visual screen wall along private residential properties, grass, trees and other plantings. There would be a security fence along the LRT and stylized light standards. A multi-use trail would be included on the west side of 111 Street. Plants selected for this zone typically would grow in Blackmud Creek ravine and they would be planted in curving naturalized beds. Some flowering trees and shrubs would be added for seasonal colour.

Does this describe an appropriate theme for this zone?

Response	# of responses	% of responses
Yes	1,596	95
No	91	5
Total	1,687	

Do you have any ideas or comments that should be considered?

(for respondents who replied "yes" to question 9)

Ideas & comments for zone	# of responses	% of responses
Yes	644	40
No/Did not answer	952	60
Total	1,596	

What is missing?

(for respondents who replied "no" to question 9)

Missing?	# of responses	% of responses
Answered	61	67
Did not answer	30	33
Total	91	

What is not suitable, if anything?

(for respondents who replied "no" to question 9)

Not suitable?	# of responses	% of responses
Answered	65	71
Did not answer	26	29
Total	91	

Summary of Frequent Responses related to the Urban Transition Theme

- Fence requires refinement with regards to patterning and colour
- Provide more vegetation
- Provide well defined extra wide pedestrian trails and connections

**10. Nature Theme - 9th Avenue to Eilerslie Road
LRT Station at Eilerslie Road (2010 Preliminary Design).**



LRT Station at Eilerslie Road looking north

This theme aims to increase the human connection to the natural environment. The LRT station is semi-enclosed by a curved, tree-formed canopy that provides a high degree of shelter with natural ventilation, clear views to and from the station, and access to natural light. Stone walls and baskets, along with organic shaped lighting add to the theme. A darker ‘river’ of paving stone is set into alternating sandblasted and saw-cut concrete walks. Large trees will provide shade during the summer, while allowing sunshine to warm LRT patrons in the winter. Low level vegetation will provide seasonal interest and a visual screen. The screen connects the station with the natural elements of the surrounding community.

Does this describe an appropriate theme for this zone?

Response	# of responses	% of responses
Yes	1,574	93
No	112	7
Total	1,686	
No response to question	1	

Do you have any ideas or comments that should be considered?

(for respondents who replied "yes" to question 10)

Ideas & comments for zone	# of responses	% of responses
Yes	531	34
No/Did not answer	1,043	66
Total	1,574	

What is missing?

(for respondents who replied "no" to question 10)

Missing?	# of responses	% of responses
Answered	75	67
Did not answer	37	33
Total	112	

What is not suitable, if anything?

(for respondents who replied "no" to question 10)

Not suitable?	# of responses	% of responses
Answered	69	62
Did not answer	43	38
Total	112	

Summary of Frequent Responses related to the Nature Theme

- Ensure the station will be warm in winter and protected from the elements
- Provide more vegetation
- Provide well defined pedestrian connections
- More bicycle facilities required

BACKGROUND - In 2010, three locations were planned along the Capital Line South Extension with grade separations (tracks over or under the road). Each has been given a specific look that reflects the site and the characteristics considered important by the Stakeholder Information Panel and public during the previous preliminary design process.

11. LRT Bridge over Anthony Henday Drive (2010 Preliminary Design).



LRT Bridge over Anthony Henday Drive looking east

This bridge would use the Nature theme with nature elements carried forward in the design. Images of birds, plants and other natural elements may be incorporated into the structure.

Does this describe an appropriate treatment for this bridge?

Response	# of responses	% of responses
Yes	1,514	90
No	173	10
Total	1,687	

Do you have any ideas or comments that should be considered?

(for respondents who replied "yes" to question 11)

Ideas & comments for bridge	# of responses	% of responses
Yes	363	24
No/Did not answer	1,150	76
Total	1,513	

What is missing?

(for respondents who replied "no" to question 11)

Missing?	# of responses	% of responses
Answered	114	66
Did not answer	59	34
Total	173	

What is not suitable, if anything?

(for respondents who replied "no" to question 11)

Not suitable?	# of responses	% of responses
Answered	115	66
Did not answer	58	34
Total	173	

Summary of Frequent Responses related to treatment of Anthony Henday Bridge

- Keep bridge design simple and modern
- Conflicting opinions on bird/nature elements on bridge, more refinement needed
- Add more planting around bridge to reflect nature theme
- Do not spend a lot of money on art on bridge
- Provide pedestrian and cycle trail on bridge

12. Bridge over Blackmud Creek (2010 Preliminary Design).



Bridge over Blackmud Creek looking south

This bridge would have a multi-use trail as part of the structure. It would be developed using the Urban Transition Theme, complementing the creek, trees, plantings and animals found in the ravine by incorporating images of tall grass, leaves, rolling hills and accents of birds on the structure. Lighting would be included to increase visibility and safety.

Does this describe an appropriate treatment for this bridge?

Response	# of responses	% of responses
Yes	1,607	95
No	80	5
Total	1,687	

Do you have any ideas or comments that should be considered?

(for respondents who replied "yes" to question 12)

Ideas & comments for bridge	# of responses	% of responses
Yes	355	22
No/Did not answer	1,252	78
Total	1,607	

What is missing?

(for respondents who replied "no" to question 12)

Missing?	# of responses	% of responses
Answered	52	65
Did not answer	28	35
Total	80	

What is not suitable, if anything?

(for respondents who replied "no" to question 12)

Not suitable?	# of responses	% of responses
Answered	51	64
Did not answer	29	36
Total	80	

Summary of Frequent Responses related to treatment of Bridge over Blackmud Creek

- Bridge design is acceptable
- Provide pedestrian and cycle trail on both sides of the bridge
- Provide trail connections to neighbourhoods and valley from both sides of bridge
- Replace any vegetation removed for construction with enhanced planting
- Protect the valley from disruption as much as possible
- Retain views through and along the river valley as much as possible
- Ensure good lighting on the bridge

13. Underpass at 23 Avenue and 111 Street (2010 Preliminary Design).



Underpass at 23 Avenue and 111 Street looking south

This underpass would use the Urban Transition theme and would include: portal wall patterning, security fencing and grass, trees and other plantings.

Does this describe an appropriate treatment for this underpass?

Response	# of responses	% of responses
Yes	1,648	98
No	39	2
Total	1,687	

Do you have any ideas or comments that should be considered?

(for respondents who replied "yes" to question 13)

Ideas & comments for underpass	# of responses	% of responses
Yes	411	25
No/Did not answer	1,237	75
Total	1,648	

What is missing?

(for respondents who replied "no" to question 13)

Missing?	# of responses	% of responses
Answered	21	54
Did not answer	18	46
Total	39	

What is not suitable, if anything?

(for respondents who replied "no" to question 13)

Not suitable?	# of responses	% of responses
Answered	22	56
Did not answer	17	44
Total	39	

Summary of Frequent Responses related to treatment of 23 Avenue Underpass

- Underpass design is acceptable
- Increase planting but ensure maintenance is provided

14. In 2010, we heard that the following was important in the preliminary design of the Capital Line South Extension.

In your opinion, how important are each of the following items:

Build less expensive bridges and spend money on landscaping and aesthetics along the LRT	# of responses	% of responses
1 Not at all important	476	28
2	398	24
3	413	24
4	218	13
5 Very important	116	7
Don't know	66	4
Total	1,687	

If trees need to be removed, relocate them in the neighbourhood and replace lost trees	# of responses	% of responses
1 Not at all important	175	10
2	165	10
3	273	16
4	450	27
5 Very important	602	36
Don't know	22	1
Total	1,687	

Use natural themed landscape and/or screening to shield views of the LRT, station, transit center and Park & Ride	# of responses	% of responses
1 Not at all important	176	10
2	199	12
3	400	24
4	500	30
5 Very important	387	23
Don't know	25	1
Total	1,687	

Minimize impacts on the environment	# of responses	% of responses
1 Not at all important	89	5
2	115	7
3	353	21
4	414	25
5 Very important	700	41
Don't know	16	1
Total	1,687	

Use a natural suburban theme with lots of trees in transition area	# of responses	% of responses
1 Not at all important	140	8
2	155	9
3	387	23
4	503	30
5 Very important	476	28
Don't know	26	2
Total	1,687	

Use energy efficient lighting and features	# of responses	% of responses
1 Not at all important	55	3
2	57	3
3	204	12
4	503	30
5 Very important	855	51
Don't know	13	1
Total	1,687	

Provide noise attenuation where possible	# of responses	% of responses
1 Not at all important	30	2
2	43	3
3	188	11
4	383	23
5 Very important	1,031	61
Don't know	12	1
Total	1,687	

Improve connectivity into the communities with multi-use trails	# of responses	% of responses
1 Not at all important	45	3
2	73	4
3	209	12
4	468	28
5 Very important	875	52
Don't know	17	1
Total	1,687	

Use easy to maintain materials and features	# of responses	% of responses
1 Not at all important	32	2
2	58	3
3	227	13
4	524	31
5 Very important	819	49
Don't know	27	2
Total	1,687	

Provide adequate room and all weather protection at stations	# of responses	% of responses
1 Not at all important	23	1
2	25	1
3	118	7
4	340	20
5 Very important	1,163	69
Don't know	18	1
Total	1,687	

Which one of these is most important to you?

	# of responses	% of responses
Build less expensive bridges and spend money on landscaping and aesthetics along the LRT	58	3
If trees need to be removed, relocate them in the neighbourhood and replace lost trees	63	4
Use natural themed landscape and/or screening to shield views of the LRT, station, transit center and Park & Ride	54	3
Minimize impacts on the environment	245	15
Use a natural suburban theme with lots of trees in transition area	20	1
Use energy efficient lighting and features	49	3
Provide noise attenuation where possible	300	18
Improve connectivity into the communities with multi-use trails	297	18
Use easy to maintain materials and features	71	4
Provide adequate room and all weather protection at stations	404	24
None of these	126	7
Total	1,687	

15. In 2010 we also heard that the following items were of major concern.

In your opinion, how important are each of the following items:

Traffic impacts during and after construction	# of responses	% of responses
1 Not at all important	38	2
2	66	4
3	186	11
4	292	17
5 Very important	1,093	65
Don't know	12	1
Total	1,687	

Construction time required and schedule	# of responses	% of responses
1 Not at all important	47	3
2	98	6
3	306	18
4	440	26
5 Very important	786	47
Don't know	10	1
Total	1,687	

LRT crossings timed with traffic lights	# of responses	% of responses
1 Not at all important	25	1
2	21	1
3	104	6
4	283	17
5 Very important	1,244	74
Don't know	10	1
Total	1,687	

Impact on property values	# of responses	% of responses
1 Not at all important	127	8
2	146	9
3	361	21
4	367	22
5 Very important	653	39
Don't know	33	2
Total	1,687	

Reduced connectivity for pedestrians	# of responses	% of responses
1 Not at all important	114	7
2	143	8
3	453	27
4	401	24
5 Very important	493	29
Don't know	83	5
Total	1,687	

Which one of these is most important to you?

	# of responses	% of responses
Traffic impacts during and after construction	651	39
Construction time required and schedule	225	13
LRT crossings timed with traffic lights	506	30
Impact on property values	185	11
Reduced connectivity for pedestrians	120	7
Total	1,687	

16. Do you think LRT riders would benefit from a station next to Twin Brooks?

Response	# of responses	% of responses
Yes	1,012	60
No	292	17
Don't know	383	23
Total	1,687	

Why would they benefit from a station next to Twin Brooks?

(for respondents who replied "yes" to question 16)

Response	# of responses	% of responses
Answered question	754	75
Did not answer question	258	25
Total	1,012	

Why would they not benefit from a station next to Twin Brooks?

(for respondents who replied "no" to question 16)

Response	# of responses	% of responses
Answered question	239	82
Did not answer question	53	18
Total	292	

Additional Information derived from survey responses for Question 16:

Do you think LRT riders would benefit from a station next to Twin Brooks?

Response	Overall		Outside of Twin Brooks		Twin Brooks only	
	# of responses	% of responses	# of responses	% of responses	# of responses	% of responses
Yes	1,012	60	835	60	177	58
No	292	17	260	19	32	11
Don't know	383	23	287	21	96	31
Total	1,687		1,382		305	

Summary of Frequent Responses related to LRT riders and Twin Brooks station

- Those who believe LRT riders would benefit from a station at Twin Brooks typically indicated that the population density of Twin Brooks is high enough to generate the ridership needed for this station
- Those who do not believe LRT riders would benefit from a station at Twin Brooks typically indicated that the population density of Twin Brooks is too low to generate the ridership needed for this station
- The potential for increased crime is a concern

Summary of comments not related to theme or treatment of structures (from all questions)

- Keep all LRT crossings above or below the street. Below the street is preferred
- Significant concerns about traffic congestion along 111 Street
- Concerns about an increase in crime
- Concerns about noise
- Do not waste money on art or aesthetics
- Add more stations along the route
- Provide well defined pedestrian and cycle trails with good connections to adjacent neighbourhoods and across bridges
- Get the project built
- There are more important items on this project than theme and aesthetics